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INFORMATION REPORT

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SUPPLEMENT TO
REPORT NO.

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1. On 4 November 1952, the double tracking of the railroad bridge over the Oder River in Frankfurt/Oder was completed. For the time being, the bridge is still operated single track, because the newly laid bridge track has not been connected.¹

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2. [redacted] the double tracking of the railroad bridge at Frankfurt/Oder was to be completed on 4 November and that traffic over the bridge was to be resumed subsequently.¹

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25X1 3. In early November, [redacted] work on the staking off of the Bergfelde-Wustermark railroad line had been started. Plans had been made to withdraw some construction firms from the Nordring Berlin and to employ them for work on the Nordwestring.²

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25X1⁴. The Blankenburg-Birkenwerder railroad line could not be opened on 1 November as scheduled, but efforts were to be made to have the line completed by 10 November.³

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25X1 5. In late October, [] work on the enlargement of the Kuestrin/
25X4 Kietz railroad station had been suspended. []
work was stopped on 1 October and [] some of the workers previously employed
there were sent to Fuerstenberg on the Oder River.⁴

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6. In mid-November, [redacted] work was being done on preliminary designs for the reconstruction of the Oder bridge near Neuruednitz at the Designs Bureau of East German railroads.⁵

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25X1 7. In mid-November, [redacted] a signal box was under construction near Borchtitz on Ruegen Island. The signal box was to serve the newly constructed branch line to Glowe.⁶

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25X18. In mid-November, [redacted] the railroad bridge over the Grenz-
the Ingermande-Stralsund railroad line was completed.⁷

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9. A new railroad station at Blankenburg-North has been under construction since early November. The project is connected with the construction of the Nordring Berlin.³

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10. On 7 November, double-track operations were started on the Ruhland-Elsterwerda railroad line.⁸

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11. [redacted] status of the double tracking of the Oder River bridges [redacted]

a. Railroad bridge over the Oder River at Frankfurt/Oder:

Designation of Span	Status of Shop Work	Status of Assembly Work
Ia	completed	completed
IIa	"	"
IIIa	"	"
IVa	"	"
Va	"	"
VIa	"	"
VIIa	"	"
VIIIa	"	"
IXa	"	"
Xa	"	"
VIIb	85 percent completed	"
VIIIb	"	"

A total of 118 men working two shifts were employed.⁹

b. Railroad bridge over the Oder River at Kuestrin:

Designation of Span	Status of Shop Work	Status of Assembly Work
IVa	completed	99 percent completed
IIa	42 percent completed	
IIIa	99 percent completed	95 percent completed
Va	completed	99 percent completed

A total of 36 men working one shift was employed on the bridge site. Pending further directives by central construction headquarters, shop work on structural elements of the bridge was suspended.¹⁰

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12. [redacted] status of construction work on the Vacha-Unterebreizbach railroad line [redacted]

Work on the construction of the line was started on 1 September with a work force of 1,400 men. The completion date for the line is 1 December 1952. On 16 October, the status of construction work was as follows:

- a. About 43 percent of the scheduled excavation work was completed;
b. About 73 percent of the scheduled concreting work was done;

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- c. Of the 5,270 meters of roadbed, 2,800 meters, i.e. 53 percent of the total, were completed;
- d. A total of 1,000 meters of track, i.e. 19 percent of the trackage required, was laid.

25X1 [redacted] the project would be completed by 1 December according to schedule.¹¹

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[redacted] status of the Greves-

muehlen-Kluetz railroad line to the SCC:

"The Grevesmuehlen-Kluetz railroad line is 15.3 km in length and consists of type-6 rails. A speed limit of 40 km/h and a 16 ton maximum axle pressure limit has been established for the line. The line is provided with a gravel ballast, and its subgrade consists of loam. A short distance before the Kluetz railroad station, there is a 1:80 grade. There are no bridges. Stops with loading tracks are at Gostorf, Moor, Reppenhagen and Stellshagen. The trackage at Moor and Reppenhagen is 135 and 126 meters long respectively. The eight tracks at the Kluetz railroad station have the following lengths:

Track 1: 231 meters
 Track 2: 350 " (through track)
 Track 3: 58 " track to engine house
 Track 4: 166 " track to side-loading ramp
 Track 5: 24 " track to end-loading ramp
 Track 6: 175 " loading track
 Track 7: 175 " loading track
 Track 8: 237 " private spur track

As Kluetz is the terminal of this line, turntables 11.5 meters in diameter were installed at the ends of tracks 1, 2 and 3."

This letter was put out after a colonel of the SCC had visited the Schwerin regional railroad headquarters in mid-October 1952.¹²

25X1 1. [redacted] Comment. On 2 and 3 November, the bridge was closed because of assembly work on the second track. [redacted]

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2. [redacted] Comment. Originally, work on the so-called Nordvestring Berlin was to be started in 1953. However, at a conference of the Council of Ministers it was resolved to have construction work started in 1952.

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25X1 3. [redacted] Comment. This refers to the Nordring Berlin, which has been under construction since June 1952. Its completion date has been postponed several times. [redacted] It appears that the project was not completed on 10 November either, as its official opening has not been mentioned in the East German press.

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6. [redacted] Comment. Information on this new feeder line to the naval base under construction on Jasmunder Bodden was transmitted previously. [redacted]

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- 25X1 7. [] Comment. [] the construction of this permanent
 25X1 bridge [] is to replace a temporary structure []
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- 25X1 8. [] Comment. Elsterwerda is about halfway between Ruhland and Falkenberg.
 25X1 The double tracking of this line, which is of importance for the Lusatian
 25X1 brown coal and industrial area, was included in the 1952 railroad
 25X1 construction program. []
- 25X1 9. [] Comment. Information on the double tracking of this most important
 25X1 railroad bridge over the Oder River was transmitted previously. []
 25X1 [] It is believed that double-track
 25X1 operations will be started in early December.
- 25X1 10. [] Comment. Because of a shortage of construction materials, the
 25X1 completion date for the second track of this bridge had to be postponed
 25X1 to May 1953. []
- 25X1 11. [] Comment. Information on this construction project, which is used
 25X1 by the large potash plant in Unterbreizbach on the zonal boundary, was
 25X1 transmitted previously. []
- 25X1 12. [] Comment. The Soviet interest in this branch line may have been because
 of two reasons. The line may be scheduled to be dismantled in order to
 obtain rails for urgent railroad construction projects, and for this
 reason had to be checked, because the dismantling of railroad lines
 requires the approval of the Soviets. Or the Soviets may intend to
 establish a military installation of an undetermined type in the Kluetz
 area and for this reason requested information on the physical status
 of the line. However, the latter assumption appears less probable
 because of the vicinity of the zonal boundary and the lack of any
 pertinent information indicating the establishment of a new installation.
 In its present status, the line cannot be used by heavy trains.

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